

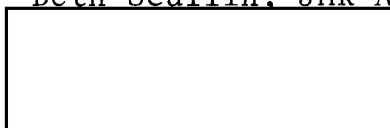
15 SEP 1981

MEMORANDUM FOR THE RECORD

SUBJECT: Preliminary Meeting with the National Capital Planning Commission (NCPC)

1. A Master Plan briefing for the Associate Executive Director and selected members of the National Capital Planning Commission (NCPC) was held on 14 September 1981. This briefing was held in the NCPC offices and the attendees were:

Walter Arensberg, SOM
Alan Carroll, SOM
Don Bozarth, NCPC
Robert Gresham, NCPC
Patricia Crawford, NCPC
Robert Harris, NCPC
Ronald Wilson, NCPC
Jerry Shiplett, GSA
Beth Scullin, JHK Associates



2. Walter Arensberg, Skidmore, Owings & Merrill (SOM), made the presentation, which included background, basic objectives, traffic problems, and the site alternatives. At the conclusion of the presentation, the floor was opened for questions, and the following topics arose:

a. Bob Gresham asked if the environmental corridor placement on the presentation map is correct. Walter Arensberg will confirm this fact.

b. "Destruction" of the knoll in alternative C, which places the new building to the west of the present structure. Pat Crawford, NCPC, referred back to this several times but seemed appeased when SOM related that part of the knoll would remain.

c. Mr. Bozarth touched on the political aspects of the program, suggesting that we continue to keep Fairfax County and the Highway Commission in tune with what we are doing.

It was agreed that Mr. Pete Johnson from the Office of Comprehensive Planning, Fairfax County, be invited to the October presentation at NCPC.

d. Mr. Gresham requested that the Agency conduct a mini-tour of the Langley Compound for NCPC staff members sometime in October or November, to which we readily agreed.

e. The major topic of the question period was naturally traffic. Beth Scullin of JHK Associates gave a short dissertation on the survey conducted by her firm and made the following points:

(1) The George Washington Parkway and Route 123 at peak hours are almost at capacity, but the addition of 1,000 vehicles will not aggravate the problem.

(2) Route 193 is at peak capacity, but the addition of some traffic will not strangle the artery.

(3) Some highway construction will be required. Mr. Bozarth, NCPC, stating that the State of Virginia has no highway funds, suggested that the Agency pay for any construction required. The Building Planning Staff members pointed out that the Agency does not have the authority to accomplish this but would work with the Department of Transportation and the General Services Administration on this particular problem.

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